

OVERLAND CHINA MAIL
PUBLISHED EVERY
MAIL DAY
Contains the Week's News
of Hongkong and the
Far East.
Price (including Postage) to any
part of the world \$13.
per annum.

The China Mail.

ESTABLISHED 1845

AGENTS
Orders for the "CHINA MAIL"
may be made to our agents
at the following ports:-
Canton, Peking & Co.
Fookow, Macao & Co.
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No. 18528.

號六廿月四年六十百九千壹

HONGKONG, WEDNESDAY, APRIL 26, 1916.

辰丙次歲年五國民華中

PRICE, £3.00 Per Month

THORNE'S OLD VAT No. 4. SCOTCH WHISKY.

SOLE AGENTS:
A. S. WATSON & Co. Ltd.
WINE & SPIRIT MERCHANTS,
HONGKONG.
TEL. 516.

HONGKONG VOLUNTEER CORPS.

Corps Organized by Lieut.-Col. A.
Chapman, V.D.

APPOINTMENT.

H. E. the Governor has been pleased
to appoint Capt. A. F. Churchill of the
H. K. V. C. to be Adjutant, with effect
from 25.4.16.

JOINED.

Supper J. H. Gordon joined the Corps
on 25.4.16, he is allotted Corps No. 1996 and
is posted to Engineer Company.
Private R. W. McIntyre rejoined the
Corps on 25.4.16, he is re-allotted Corps No.
1495 and is posted to Scouts Co. (No. 1
Section).

TRANSFER.

Gunner W. Fraser, from No. 2 Section
Artillery Battery to Scouts Company,
(No. 1 Section), dated 25.4.16.

LEAVE.

Leut. F. W. T. Ross is granted leave
of absence from 25.4.16 to 25.7.16.

DISEASE.

Helmets, instead of caps, will be worn
at all parades and parades from this date
until further orders.

ENGINEER COMPANY.

The undermentioned N. C. O.s and
men will proceed to Stonecutters Island
on Saturday the 27th inst. for the
fortnightly run of Albion lights.
Lauren leaves Kowloon pier (old Ferry
Wharf) at 5 p.m. Sgt. Lenfestey, Cpl.
Barrington, Sappers Oswald, Noble,
McCormick, Fleming and J. J. Maxwell.

PARADES.

Parades for Thursday, 27th inst.:-
6.15 p.m. Scouts Company—Parade
outside Law Courts and proceed to
Happy Valley by tram for Company drill.

DETAILS.

6.30 p.m. Signalling Section, "A," "B"
and "C" Companies—Parade at Hung Hom
Railway Station for heliograph and
lamp practice.
6.30 p.m. Recruits of all units (except
Right Section M. G. Co.)—Squad drill
and rifle exercises at Headquarters
under S. M. Highby.

DETAILS.

On duty until morning of 28th inst.
H.K.V.R.

NEXT FOR DUTY.

April 28th, No. 2 Section Art. Batty.
April 29th, Scouts Company.
April 30th, Scouts Company.
May 1st, Scouts Company.
May 2nd, Scouts Company.
May 3rd, Centre Section M. G. Co.
May 4th, Civil Service Company.
May 5th, No. 1 Section Art. Batty.
May 6th, Left Section M. G. Co.
May 7th, Right Section M. G. Co.
May 8th, No. 2 Section Art. Batty.
May 9th, Scouts Company.
May 10th, Scouts Company.
May 11th, Scouts Company.

HONGKONG VOLUNTEER RESERVES.

Major Wakeman, Commanding H.K.V.R.

DETAILS.

On duty till the morning of Friday
the 28th inst. B. Co. H.K.V.R. Orderly
Officer—Lieut. Branch.

PARADES.

Thursday, 27th inst.:- Recruits on the
Cricket Ground under Drill Instructor
Sergeant Oxberry at 6 p.m. Dress: drill
order. Machine Gun Section at Well-
ington Barracks under Lieut. Thornhill at
6.30 p.m. Dress: drill order.
Friday, 28th inst.:- "B" Co. Kowloon
Dock and Tai Koo Sections on the Polo
Ground at 5.30 p.m. Remainder on the
road outside the Law Courts at 6.15 p.m.
Dress: drill order. Signalling Section
at Volunteer Headquarters at 5.15 p.m.
Uniform to be worn.

ABSENTEES FROM PARADES.

The following absentees without leave
from the parade of "A" Co. on the 14th
and 15th inst. will parade with "B" Co.
on Friday the 28th inst. at 6.15 p.m. on
the road outside the Law Courts, and
will also attend recruits parade on the
Cricket Ground on Monday the 1st May
at 6.15 p.m. Dress: drill order.—Ptes.
E. A. M. Williams, T. Claxton, H. G.
Earle, W. G. Worcester, W. W. Robertson,
C. Sara and D. S. Gubbay.

Those who obtained leave of absence
will parade with "B" Co. on Friday the
28th inst. Names are posted on the
Notice Board at the Law Courts.

MOVING SECTION—FIELD EXERCISES.

The Signalling Section will parade for
field exercise on Sunday the 30th inst.
on the Cricket Ground at 8.30 a.m. Kowloon
residents will fall in at Old
Kowloon City Pier at 8.15 a.m. Dress:
uniform. Tapes to be worn. Morse
flags and messages forms to be carried.

APPOINTMENTS.

The following are appointed Lance-
Corporals.—Ptes. G. A. Walker, H. A.
Nisbet, H. B. L. Dowbiggin, J. B. Thom-
son, A. Nisbet, D. D. Bath, R. P. Thurs-
field, R. Sutcliffe, W. H. A. Jenkins,
W. A. Morgan and J. W. Harris.

BUSINESS NOTICES.

STEAM OR MOTOR VESSELS.
8,000 Tons, 3,000 Horse Power now Built
Steel Building Work of every Description.
Castings, Forgings, Repairs and Supplies.
Prompt Attention and Shipment to Destinations.

W. S. BAILEY & Co., Ltd.
(ENGINEERS and SHIPBUILDERS)
KOWLOON BAY



**WATSON'S
E
THE PREMIER
SCOTCH**

OF THE FAR EAST

FOR 25 YEARS

POPULARITY MAINTAINED BY
ITS EXCELLENT QUALITY
NOT BY EXPENSIVE WORLD-
WIDE ADVERTISING.

A. S. WATSON & Co., Ltd.
WINE AND SPIRIT MERCHANTS,
HONGKONG.

LA "GIRALDA" MANILA CIGARS.

Excellentes	in boxes of 25	\$4.50
Imperiales	" "	25 3.25
Especiales La Giralda	" "	25 3.00
Perfectos	" "	25 2.75
Perlas	" "	25 1.90
Estrellas	" "	50 4.50
Reina Victoria	" "	100 8.00

SOLE AGENTS:

HONGKONG CIGAR STORE.

THE HONGKONG ROPE MANUFACTURING Co., Ltd. Established 1882

MANUFACTURERS OF

PURE Manila ROPE

STRAND 1" to 15"	CABLE LAD 5" to 15"	4 STRAND 3" to 10"
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Oil Drilling Cables of any size up to 3,000 feet in length.

Prices, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1916.

"MUMEYA"

"While-you-wait" Photography.
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH
APPARATUS AND MATERIALS WHICH CAN FINISH
IN AN HOUR.
PRICE 2.00 per 3 pos. on Post Cards.
No. 8, Queen's Road Central.
TEL. No. 254.

BUSINESS NOTICES.

**THE TAIKOO DOCKYARD AND
ENGINEERING CO. OF
HONGKONG, LTD.**
TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers,
Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 75' x 85' x 34'
Pumps empty Dock in 2-3-4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement,
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR:-

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MOTORS 7-1/2 to 150 H. P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the
Town Office.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address: "TAIKOODOCK" TELEPHONE No. 212.

VICTORIA THEATRE

WEDNESDAY, 26th APRIL, 1916.

The Magnificent Drama in 5 Reels

THE HYPOCRITES

Comedies:-

THE SLEEP WALKER.

THE OLD CURIOSITY SHOP.

HIS SECOND CHILDHOOD (Keystone)

THURSDAY, 27th APRIL, 1916.

ON THE BELGIUM BATTLEFIELDS
(in 4 Reels).

25% OF GROSS TAKINGS AT THIS PERFORMANCE WILL BE
HANDLED OVER FOR WAR CHARITIES.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. R. TAGGART.

MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' room in
Boat Garden.

Terms:—From \$5 per day Max.

Telegraph Add: "Peakful".

P. O. PEUSTERT,
Manager.

PATELL & CO.

Importers-Exporters

Commission Agents

HONGKONG.

Branches:-

SAN FRANCISCO, CAL.
YOKOHAMA, JAPAN.
BOMBAY, INDIA.

China:-

HANKOW,
SHANGHAI,
CANTON.

KING EDWARD HOTEL

Central Location

22 Electric Taxis Pass Entrance.
Electric Lifts, Fans and Lighting.
European Baths and Sanitary Fittings.
Hot and Cold Water System throughout.

Best of Food and Service.

TELEPHONE 373.

TELEGRAPHIC ADDRESS

"Victory".

J. WITCHELL,

Manager.

SIEN TING.

Surgeon-Dentist

No. 14, D'ARQUER STREET.

TERM VERY MODERATE

Qualification

BUSINESS NOTICES.

GREEN ISLAND CEMENT CO., LD. Portland Cement

75 Casks of 975 lbs. net.

25 Bags of 250 lbs. net.

Shewan, Tomes & Co

GENERAL MANAGERS.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 26th APRIL.

8 A.M. "HEUNGSHAN" 8 A.M. "HONAM"

10 P.M. "KINSHAN" 5 P.M. "FATSHAN"

THURSDAY, 27th APRIL.

8 A.M. "HONAM" 8 A.M. "HEUNGSHAN"

10 P.M. "FATSHAN" 5 P.M. "KINSHAN"

Single Fare by Night Steamer \$ 8.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. "TAI SHAN" Tons 2006 S.S. "SUI TAI" Tons 1851.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Sundays at 9 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays at 7.30 A.M. and 1 P.M.

EXCURSION TO MACAO.

SUNDAY, 30th APRIL.

The Company's Steamship "TAISHAN."

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at
7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street
Wharf.

CANTON-MACAO LINE.

S.S. "SUI TAI".

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD.
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SUI TAI", 188 Tons. and S.S. "NANSHAN", 469 Tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the
same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to
Hongkong or vice versa by the Company's direct Steamers "LINTAN" and
"SANTU". These vessels have superior China accommodation and are lighted
throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of:-

HONGKONG, CANTON & MACAO STEAMBOAT CO. LTD.

HOTEL MANSIONS (First Floor),

Opposite the Blake Pier.

ALEXANDRA CAFE.

We Serve the Best Tiffin or Dinner in Hongkong
for \$1.00.

Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants.

Sirloin of Beef, Saddle of Mutton &c., Pork Sausages (own make) Game Pies.

Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

Bournville

The "COCOA de Luxe"

HIGHEST GRADE
BRITISH MADE

"BOURNVILLE" COCOA represents the
highest grade of native cocoa at present on
the market; it fully maintains its high reputa-
tion in food value and delicacy of flavour, and
is second to none in any respect whatsoever.
Medical Magazine, March, 1912.

CADBURY'S CHOCOLATES

In Tins and Fancy Boxes
Specially Packed for Export

FROM THE FACTORY IN A GARDEN—BOURNVILLE, ENGLAND.

INTIMATIONS

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE FORTY-SEVENTH MEETING of SHAREHOLDERS in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, 27th April, 1916, at 12 o'clock noon for the purpose of receiving a statement of accounts and the Report of the Directors for the year ending 31st December, 1915.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 27th April, both days inclusive.

By Order of the Board of Directors,
C. PAMBERTON,
Secretary.

Hongkong, April 11, 1916. 529

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

(INCORPORATED IN HONGKONG)

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA FIRE INSURANCE COMPANY, LIMITED, will be held at the Head Office of the Company, No. 3, Queen's Road Central, Victoria, Hongkong, on THURSDAY, the 5th day of April, 1916, at 12.15 p.m. when the subjoined Resolution will be proposed as an Extraordinary Resolution.

That the Articles of Association of the Company be amended in manner following:-

(1) That the words "The Secretary" as

the words "The General Manager" and

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INTIMATIONS

HONGKONG JOCKEY CLUB.

NOTICE.

THE HALF-YEARLY MEETING of Members will be held on SATURDAY, the 29th April, 1916, at 12 o'clock noon, at the Office of the Jockey Club, on the Ground Floor of the Hongkong Club Annex, Charter Road.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, April 13, 1916. 541

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersecretary on WEDNESDAY the 2nd May 1916, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 19th instant to the 2nd May, both days inclusive.

J. J. JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, April 15, 1916. 549

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Extraordinary General Meeting of the Canton Insurance Office, Limited, will be held at the Messrs. JARDINE, MATHESON & Co., Ltd., No. 18, Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 3rd day of May, 1916, at 12 o'clock in the afternoon when the subjoined Resolutions will be proposed as Extraordinary Resolutions.

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered as follows:-

(2) That the Articles of Association of the Company be altered in manner following:-

(3) That the following Article shall be substituted for Article 44:-

(4) That the members of the Company shall be paid out of the funds of the Company such remuneration as may be or have been determined at any time by any General Meeting of the Company.

(5) That in Article No. 49 of the Company's Articles of Association the words "for fourteen days after such deposit" shall be struck out.

(6) That in Article No. 74 of the Company's Articles of Association the words "Any Shareholder" be

(7) That in Article No. 76 of the Company's Articles of Association the words "not more than seven" be

(8) That after Article No. 108 the following new Article be inserted as Article No. 109:-

"The General Manager shall be appointed and may be removed by the Board and he shall in all matters be subject to its orders and directions, and shall be paid such salary as the Board may from time to time appoint any person or persons for any or an indefinite period to perform all or any of the duties and to exercise all or any of the powers of the General Manager, either in his absence or otherwise, and may from time to time cancel such appointment or appointments and make another or other such appointment or appointments in his stead as the Board may see fit."

(9) That Article No. 131 of the Company's Articles of Association be cancelled and that the following Article be substituted for the same.

"All Notices or other documents to be given or served by the Company to or upon the shareholders may be given or served by the Board either by delivery to the shareholder or by notice sent by post, or otherwise to the registered address of every shareholder, or if the Board thinks fit, both by advertisement and by notice as aforesaid."

AND NOTICE IS HEREBY ALSO GIVEN THAT a further Extraordinary General Meeting of the Company will be held at No. 4, Connaught Road Central, the new Office of the Company, on FRIDAY, the 12th day of May, 1916, at 12.30 a.m. for the purpose of receiving a report of the proceedings at the first mentioned Meeting and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

Dated the 12th day of April, 1916.

By Order of the Board,
C. PAMBERTON,
Secretary.

537

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the China Traders' Insurance Company, Limited, will be held at the Head Office of the Company, No. 4, Connaught Road Central, Victoria, in the Colony of Hongkong, on FRIDAY, the 5th day of May, 1916, at Noon, when the subjoined Resolution will be proposed as an Extraordinary Resolution:-

"That the name of the Company be changed to the 'British Traders' Insurance Company, Limited.'"

Dated the 18th day of April, 1916.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.

545

FOR a good solid meal, a la carte, at the Table d'Hôte, with Wines & Liquors at the Table, ALEXANDRA CAFE.

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HIGHEST GRADE CIGARETTES and TOBACCO



GARRICK CIGARETTES are always the same, always good, always satisfying.

They possess a most pleasant flavor and are unquestionably the finest Virginia Cigarette manufactured.

Smokers of GARRICK SMOKING MIXTURE are always sure of a cool and refreshing smoke.

Acknowledged by the connoisseur to stand alone for purity and charm of flavor.

Obtainable at all leading tobacconists.



SCOTTISH SPORT

(From Our Own Correspondent.)

EDINBURGH, March 13.

RUBBY SEVEN-SIDE.

The Scottish public schools who are having the home life burning in Rugby had a seven-side tournament for the war funds at Morningside, on Saturday, the 11th inst.

of course, is against all rule for boys, but war time breaks down many precedents.

Hitherto this game has been the monopoly of the Borders, where it is played with great keenness and skill. Players train regularly for the seven-side season, and the men require to be in specially good condition, for although a game only lasts 15 minutes the pace is very hard. With three forwards and four backs, there is little waiting. You may see a team defending its goal line one minute, and the next minute they have broken away and carried the play to the other end, perhaps even scoring a goal.

The schools provided some excellent tactics in this variant of their ordinary play. In the end there were three rounds—success went to the best team in the field, Glasgow High School. They got through their preliminary rounds without much trouble, but George Watson's men threw them in the final, in which at one time, indeed, Watson's looked like carrying. The High School, however, played superior football; every one of their seven was a player of parts, and all their backs were dangerous when it came to securing a scrum. H. L. Donald and W. A. Johnston. It was there that they had their great advantage over Watson's.

ASSOCIATION LEAGUE.

It is almost useless to treat seriously a League competition where only four clubs—Rangers, Morton, Hearts, and Hamilton Academicals—have gained as many goals as Celtic have netted points. Celtic, indeed, have now 91 goals for 20 matches, and have to beat all former records. No one would have been surprised, therefore, if the Irishmen had run up double points against Hamilton Academicals, a combination that has not been doing at all well lately; but they contented themselves with four goals before half-time, and then mingled strength with mercy. Rangers are plodding away in the second place, and had a real good fight for points with Hibernians. The most notable result of the day was the victory of Dundee at Ayr. Results:-

Celtic, 5; Hamilton Academicals, 1.

Hibernians, 2; Rangers, 2.

Ayr United, 1; Dundee, 2.

Aberdeen, 1; Hearts, 1.

Airdrieonians, 2; Raith Rovers, 1.

Queen's Park, 2; Clyde, 2.

Third Lanark, 4; Dunbarton, 0.

Falkirk, 1; Partick Thistle, 0.

Motherwell, 1; Kilmarston, 0.

Greenock Morton, 3; St. Mirren, 0.

In an Association Junior International, Scotland beat Ireland, or rather Belfast, by 2-0.

THE WINTRY WEATHER AND GOLF.

Though golf is played in all kinds of weather, the recent wintry conditions in Scotland have banished even the hardiest from many courses. Little or no golf was being played in any case, but even the Spartan with the colored ball has been deterred by the snow and bluster of these March days. There are occasions, of course, when in competition there is no option short of giving up whatever the weather may be. Some of these have become historic. Sandy Herd, for instance, blames a curious weather circumstance for a Championship he did not win. It was in the 1905 event, in which he started out hopefully and well on his last round, and in the leading position. A sudden shower of hailstones came on, putting him to a halt, and Herd lost many a time the wind has made sport of the great and small of the links. There are ways and means by which the great can cheat the wind, but on one occasion it got the better of even such a master as Mr. Robert Maxwell. It was at a Muirfield meeting, in one of the games not uncommon on the East Coast, and he had his ball blown over his head into a bunker several yards behind him. The weather, however, must be very obnoxious before it overcomes the ardour of the enthusiast, and there are few days, even through this present winter, when the veterans of the Burntside short hole course in Edinburgh are not to be seen in friendly and leisurely rivalry.

CHINESE DECORATIONS.

CONFERRED ON BRITISH SUBJECTS.

The King has been pleased to give and grant unto the undermentioned gentlemen His Majesty's Royal licence and authority to wear decorations (as stated against their respective names) which have been conferred upon them by the President of the Republic of China in recognition of valuable services rendered by them:-

Second Class of the Order of the Striped Tiger: William Ferdinand Tyler, Esq., Coast Inspector in the Chinese Maritime Customs Service, Shanghai.

Third Class of the Order of the Excellent Crop: Ardon Henry Hyland Esq., Deputy Commissioner for Chihli Province.

Fourth Class of the Order of the Excellent Crop: Herbert Dixon Sumner, Esq., and John Stirling, Esq., Postal Commissioners, Peking.

Fifth Class of the Order of the Excellent Crop: Daniel McLellan, Esq., Deputy Consul-General, Peking.

Sixth Class of the Order of the Excellent Crop: Thomas Norman Manners, Esq., Acting Deputy Postal Commissioner, Canton.

Seventh Class of the Order of the Excellent Crop: Gordon O'Neill, Esq., M.R.C.S., L.R.C.P., Professor of Obstetrics in the Peking Medical College, Tientsin.

The King has been pleased to give and grant unto Cecil Arthur Verrier Esq., Esq., Commissioner of Customs, Chief Secretary in the Inspectorate-General of the Maritime Customs of the Chinese Republic, His Majesty's Royal licence and authority to wear the insignia of the Third Class of the Order of the Rising Sun, which decoration has been conferred upon him by His Majesty the Emperor of Japan in recognition of valuable services rendered by him.

His Majesty has also been pleased to give and grant unto Francis Henry Giles, Esq., Director-General of the Royal Siamese Revenue Department, His Majesty's Royal licence and authority to wear the insignia of the Second Class of the Order of Chula Chom Klao, which decoration has been conferred upon him by His Majesty the King of Siam in recognition of valuable services rendered by him.

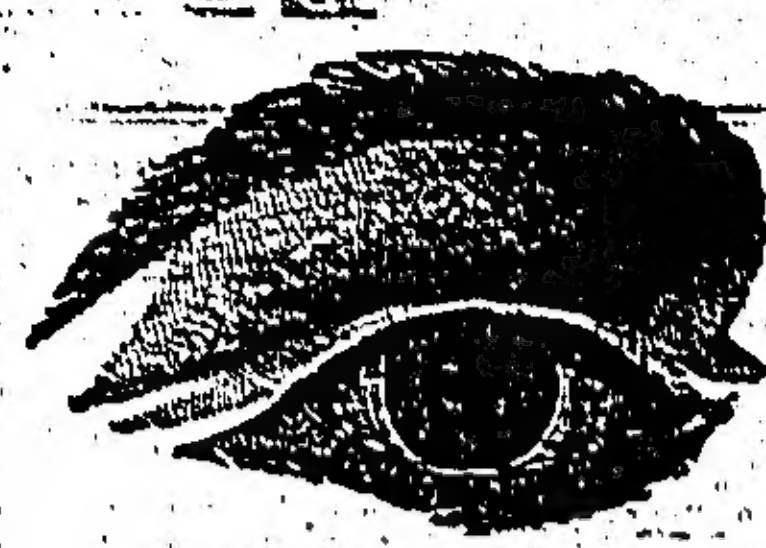
At the Mansion House, last month Harold Edwin Gee, an expert merchant, of Fenchurch-street, appeared on three adjourned summonses charging him with trading with the enemy.

In May last a German firm at Shanghai sent the defendant's firm an order for forty cases of Chinese silk. Subsequently the transaction was abandoned, and the goods were sent partly to a Chinese and partly to a British house. The German firm, however, claimed 224 as commission, but said it could be retained until the war was over.

The defendant now pleaded guilty on one summons, namely, entering into a financial obligation with the German firm in China. It was urged on his behalf that it was merely technical offence and that the goods were never sent and that the German firm had been committed.

Mr. William Trevelyan said that 224, and 240 costs, but dismissed the other two summonses.

INTIMATIONS



YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co. SCIENTIFIC OPTICIANS. 17, BLOOMSBURY, CHATEL RD. HONGKONG.

HONGKONG & MANILA.

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Hughes and Hough

Auctioneers to the Government
AND ADMIRALTY.

General Auctioneers
AND
Share, Coal and
General Brokers.

PROPRIETORS

"TO-KWA-WAN"
COAL STORAGE.

Codes used

A.B.C. 4th & 5th Editions

AL. TELEGRAPHIC CODE.

Telegraphic Address

MEIRION HONGKONG.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

FRIDAY,

the 28th April, 1916, commencing
at 2:30 p.m., at their Sales Rooms, No. 8,
Des Voeux Road, Corner
of Ice House Street,—

A QUANTITY OF

HOUSEHOLD FURNITURE, &c.

Comprising:—

Sideboards, Dinner Waggon, Dining
Tables and Chairs, Chesterfield Sofas,
Arm-chairs, &c., Wardrobes and Toilet
Tables, Double and Single Brass and
Brass-mounted Bedsteads, &c., Miscellaneous
Furniture, several lots of Black
wood Ware, Carpets, Pianos, Porcelain
&c., &c., &c.

A few lots of Brass Vases and Flower
Pots.

(Full Particulars from Catalogue.)

TERMS.—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 25, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,
(FOR ACCOUNT OF THE CONCERNED),

MONDAY,

the 1st May, 1916, at 2:30 p.m., at No. 5,
Hart Avenue, Kowloon.

A QUANTITY OF

VALUABLE HOUSEHOLD

FURNITURE,

&c., &c., &c.

Including:—

Treadle Sewing Machine by "Singer"

One Silver Tea Service.

And

One Upright Grand Piano

(in good condition.)

(Full Particulars from Catalogue.)

On view day of Sale.

TERMS.—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 25, 1916.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction,

on

TUESDAY and WEDNESDAY,

the 2nd and 3rd May, 1916, at 10 a.m.

each day, at H. M. Naval Yard

Hongkong, and Kowloon Depot,

12 Coal Lighters from 50 to 150 Tons,

Steam Launch (Hull only) Steam

Cutter complete, and

OLD AND SURPLUS

NAVAL AND VICTUALLING

STORES,

Comprising:—

Old and Surplus Naval Stores:—Fan

Engines, Boilers, complete 30 and 50

Tons, Boiler with Mountings, Typewriter,

Shanghai Baths, Canvas and Leather

Hoses, Stage-lashings, Coir Cordage,

Paperstuffs, Canvas Bags, Old India

Rubber, Reading Lamps, (Boats, Cars

Fir, Carpet, Rugs, Blankets, Tables,

Bookcases, Cabin Wardrobe, Cupboards,

Mirror, Electric Cable, Firewood, Old

Iron and Steel, Mineral, Repressed and

Olive Oil, &c., &c.

Old and Surplus Victualling Stores:—

Bedmen's Clothing, Blankets, Officers

Mess Traps (a quantity of Electric plates

articles and Table Linen) Implements,

Beam's Mess Utensils, Old Stoves,

&c., &c.

Terms of Sale.—As detailed in the

Catalogue.

HUGHES & HOUGH,

By Appointment, Auctioneers to the

Admiralty.

Hongkong, April 25, 1916.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions from The Liquidators of the

Concurred, to sell by Public Auction,

on

MONDAY,

the 1st May, 1916, at 10:30 a.m.,

at Godown No. 107 and 107A,

Praya East.

Light Railway Material, Including:—

Turn Tables, Switches, Steel Shaft,

Tipping Cars, Field Forges and Anvils,

Assorted Nails, Screws, Bolts, etc., Ficks

and Axes, a quantity of Iron, Brass, etc.,

A large quantity of Good Leather

and Saddlery.

Also

Sundry Furniture, 1 High Pressure

Pump, Emery Wheels, A number of

Pairs of Wheels and Axles, Axles,

Firewood, and 2, 3, H.P. Oil Engines.

On view from Saturday.

Terms.—Cash.

HUGHES & HOUGH,

Auctioneers.

Hongkong, April 25, 1916.

579

EVERY BEETLE

EVERY BUG

is killed

once "KEATING'S" comes

into thorough contact

with it.

Sold in Tin only.

The surest way to

kill beetles, bugs and

household insects is by

Use

KEATING'S

POWDER

ROYAL HONGKONG GOLF CLUB.

EARLY MORNING GOLF.

A BALL played on to any portion of the

Sand-Track, Grass-Track, or in the

Ditches on both sides of the said Tracks

must be lifted and dropped in the fairway

not nearer to the hole, under penalty of

one stroke.

This Local Rule applies only to Early

Morning Golf, and has been introduced to

avoid annoyance to riders and ponies on

the track.

Players are requested to keep their

caddies off the rails when ponies are

passing.

The above Local Rule is applicable to

the Farr Cup when competed for in the

early morning.

By Order of

THE COMMITTEE.

Hongkong, April 11, 1916.

583

"LITTLE WONDER"

5 inch

RECORDS.

The MARVEL of

The Musical World.

30 cents each, 4 for \$1.00 cash.

Where the River Shannon Flows Tenor Solo

My Wild Irish Rose

The old Folks at Home

The Rosary

O Promise Me

The Next Dance One Step

Stars and Stripes March

Medley No. 5

Narcissus

ASK TO HEAR THE LATEST.

THE ANDERSON

MUSIC CO., LTD.

6, Des Voeux Road. Tel. 1822.

JAPANESE MAKERS.

Every kind of Footwear.

MADE

TO

ORDER.

CHERRY & CO.,

PRINCE STREET,

Opposite Hongkong Hotel.

Telephone No. 491.

Hongkong, March 20, 1914.

THE ALEXANDRA CAFE cannot be

beaten if you are looking for a

place where you can get a

good meal and a comfortable

place to sit and relax.

It is a favorite

place for a party of more than forty.

Chamberlain's Cough Remedy not only

gives relief, but cures. It is sold by all

Chemists and Druggists.

SHOULD OUR SHIPS BE

NATIONALISED?

PRISONERS AS DOCKERS.

Mr. Lloyd George, it is understood, is in favour of nationalising shipping for the period of the war, and regrets that the Government did not take over the ships when they did the railways, at the beginning.

Mr. J. Barrington White, an authority on the subject, interviewed on behalf of a London contemporary, said: "The one remedy is for the Government to treat all shipping companies as 'controlled concerns.' Give them reasonable profits. But the huge profits made out of the nation's fight for existence are scandalous."

Mr. A. Smith admitted that the rise of freight on Argentine grain for the United Kingdom, from 10s. to 75s., was "enormous." That was twelve months ago. The freight rate is nearly double now.

It is absurd to say that the variety of freight rates makes any difficulty. Railways have very different scales of rates, but the railways were brought under control.

A Minister of Transport, with a competent staff and a committee of experts in shipping, and partly merchants and receivers of goods, should be appointed to look after these controlled concerns.

It is imperative that something should be done at once, in the country's war interests and the people's food."

"1,000,000 TONS FREE."

Mr. David G. Pinkney, who has been most persistent in calling the Government's and the nation's attention to the mismanagement of shipping, said:

"If as most of us believe is the case, the Admiralty, by utilizing tonnage as energetically and skilfully as the shipowners themselves would, could release 200 ships averaging 5,000 tons each, we should have a million effective tons of shipping liberated to ease the situation."

And we are concerned that hundreds of ships could be released.

To-day the same state of things obtains as in November, when Lord Joicey declared truly that we were wasting millions upon millions.

The Government have appointed a Committee, but are they the most capable people, and what are they doing? The whole Committee should have been shipping men—that is obvious.

The root of the trouble is the ineptitude of the department which is working the tramp and liner tonnage, and you are tired of for thirty miles, if you would get at all in comfort, for road-conditions in other directions are almost prohibitive.

We in Detroit have a choice of five good roads, mostly concrete, but all of which we have been over scores of times, so the first twenty miles, at least, of any trip is almost unbearable when one is in the mood for new sights.

New roads are being built and new ways perfected, but not so fast as the motor-car is growing, and these conditions will not improve. We want new trips out of Detroit for our recreation-tours and you want new lanes out of Chicago. You can have this and never duplicate a journey if you go by aeroplane.

The aeroplane in its developed state would decide many of the problems we confront to-day, provided the plane were fitted to living conditions and commercial requirements.

The aeroplane of to-day compares with the plane of eighteen months ago as the curved dash Oldsmobile to the Packard twin six or the Scripps-Booth roadster. The war has perfected the aeroplane in this short time to a greater degree than the motor-car was developed in any ten years of its growth.

Several years were taken to prove to the public that the motor-car would run at all without a horse in waiting. Years were taken to educate the public to two cylinders as against the single, and to four as against the two. Years more were spent in educating the buying public and developing the six, and now we are preaching eight and twelve. It has taken years to develop the light-weight idea in motor-cars and the improvement of streamlining for body-design. The public has held back the development of the motor-car.

The aeroplane, in contrast, has been developed by governments under war-conditions. Motors of to-day for aeroplanes are of twice the horse-power as those used a year ago, while planes have been built up to one thousand horse-power in five motor units. These machines land at under thirty miles per hour and travel well over a hundred in the air.

Thus war has developed motors and planes, and we wait for the moment when aviation shall arrive in the minds of the public.

Suppose the war were to close in a year from now. By that time there will be from ten to fifty thousand aviators fully trained to flying under all conditions. who will suddenly at war's close find themselves out of work.

There will be a hundred factories of large production suddenly left without a

It is also probable that the committee, if they possessed the powers, would so arrange for cargoes that the Government would not suddenly send a large number of vessels with grain and other cargoes to a port which could not accommodate them, necessitating delays of sufficient length to have enabled the vessels to have completed a second voyage before they have got rid of their cargoes.

In France, German prisoners are engaged in the unloading of vessels, while in Germany British prisoners are engaged in doing all kinds of work to enable the war to be successfully carried on. This could be done in this country if we got rid of a congestion of the ports, whilst experience at various ports has proved that soldiers could be used with great advantage to expedite the discharging of steamers.

It is estimated that a saving of 5 per cent. in the requisitioned tonnage would mean the carrying of five million tons of cargo to and from this country, while the saving in the delays at port might easily represent a further two or three million tons, the effect of which would materially reduce the freight rates to this country, to the advantage of all concerned.

The committee, which have been appointed so far have been mostly of a purely advisory nature, and consequently with no executive functions with the result that no practical good has been done. It is essential therefore that the new Controls Committee should have power to carry out any inquiries and recommendations that they may think advisable.

THE FORTY YEAR TEST.

An article must have exceptional merit to survive for a period of forty years. Chamberlain's Cough Remedy was first offered to the public in 1871. From a small beginning it has grown in favour and popularity until it has attained a world-wide reputation. You will find nothing better for a cough, cold, croup, whooping cough, or any other respiratory ailment than Chamberlain's Cough Remedy. It not only gives relief, but cures. It is sold by all Chemists and Druggists.

LOSING WEIGHT BY THE POUND.

"Under Weight," a condition of ill-health, shows your assimilative powers are decreasing.

WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND.

Supplies the blood with the wasted nourishing and healthy fish building materials. Very palatable.

OF ALL CHEMISTS.

Price, \$1.95 and \$3.45.

AERIAL WEEK-ENDS.

AN AMERICAN PREDICTION.

After the war the week-end tripper will not confine himself to roads—he will launch into the atmosphere in an aeroplane and go wherever fancy leads him. Our motor-cars have used the available roads so often that we are becoming bored; the aeroplane needs no road, but can make a new path for itself every trip. The stoppage of the war will leave 50,000 trained aviators without jobs, a million machines without an object, and a hundred factories with nothing to do. Economic conditions will favour the development of pleasure-aviation. New types of machine will be adapted to it; the motorist will abandon land and water-machines and turn to the air. These are the views of W. B. Stout, chief engineer of the Scripps-Booth Company, of Detroit, who airs them in an article on "Aviation's New Opportunities," in "The Aerial Age Weekly" (New York). Says Mr. Stout:—

"The week-end tour by automobile is fast losing its pleasure. Roads are better, it is true, but speed laws are every year more restricting; motor-cars are better than ever, but the roads even today are overcrowded and one spends the week-end in the dust of the car ahead and in the stench of his neighbor's car-tailpipe. What will be the condition three years hence when there will in all probability be on the roads twice the number of motor-vehicles as present in use? It takes little imagination to see that man very shortly will have to look to a new transportation for his pleasure-journeys as the first step toward the development of this new thing to commercial work."

There is another reason for the loss of interest in week-end runs. Here in Chicago you are restricted to two or three good main roads for your runs out of town, and, in fact, must choose a run into Indiana out over a road which you are tired of for thirty miles, if you would get at all in comfort, for road-conditions in other directions are almost prohibitive.

We in Detroit have a choice of five good roads, mostly concrete, but all of which we have been over scores of times, so the first twenty miles, at least, of any trip is almost unbearable when one is in the mood for new sights.

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THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail.)

NAVAL ACTION IN NORTH SEA

GERMAN BATTLE-CRUISER SQUADRON COMES OUT.

LONDON, April 25.

The Admiralty announces that at 4.30 this morning a German battle-cruiser squadron, accompanied by light cruisers and destroyers, appeared off Lowestoft.

The local Naval forces engaged it. In about twenty minutes it returned to Germany, chased by our light cruisers and destroyers.

On shore, two men, one woman and a child were killed. The material damage seems insignificant, and as far as is known at present two British light cruisers and a destroyer were hit but none were sunk.

TERRIFIC FIRING IN NORTH SEA.

LONDON, April 25.

The Evening News says that of terrific firing off the East Coast of England at 4 o'clock this morning, and it was continued at 5.30. Shells were plainly seen falling in the sea.

ANZAC DAY.

PROCESSION TO WESTMINSTER ABBEY.

LONDON, April 25.

In glorious sunshine two thousand Australians and New Zealanders marched through London to Westminster Abbey to commemorate Anzac Day and the unparalleled heroism shown by the troops in Gallipoli, also as a tribute to the memory of the gallant dead.

There were scenes of wonderful enthusiasm.

Their Majesties the King and Queen received an immense ovation outside the Abbey. Some 1000 people attended the Anzac commemoration.

The congregation included many wounded officers and men representing the whole Empire. The service was simple and impressive. It began with the National Anthem and included the singing of Kipling's Recessional.

Mr. Asquith, instead of attending the service, conferred with his colleagues, including Mr. Birrell (Secretary for Ireland).

Anzac Day was also generally observed in Australia by memorial services and patriotic meetings. All sport was postponed.

THE FIGHTING ON EGYPTIAN FRONTIER.

MORE SEVERE THAN FIRST BELIEVED.

LONDON, April 26.

A War Office communique says the fighting at Katia was more severe than was at first believed and that the defence of Duedar was gallantly maintained by one Company, the Royal Scots.

The enemy left 70 dead, numbers of prisoners, and much war material.

The Australian pursuing column took further prisoners.

One mounted brigade engaged the enemy all day.

Eight aeroplanes on the 24th inst. attacked and completely destroyed the Turkish camp at Katia and inflicted severe losses.

The enemy appears to be withdrawing from the Katia district.

SUBMARINE PIRACY.

LONDON, April 25.

The Dutch steamer *Beveland* has been sunk by gunfire from two German submarines in the North Sea. The crew were saved by a British vessel.

The steamers *Parlatana* and *Rosa* (British) have also been sunk. Eleven of the crew of the *Rosa* were picked up.

SIR ROGER CASEMENT.

LONDON, April 24.

Sir Roger Casement was brought to London on Sunday, and he is now detained in military custody.

It is understood that evidence regarding his proceedings in Germany since the outbreak of war will be produced at his trial.

CHINESE AFFAIRS.

(Reuter's Service to the China Mail.)

THE NEW CABINET AT PEKING.

PEKING, April 25.

Tuan Chi Jui has formed a Cabinet which includes, in addition to those mentioned in a previous telegram, the following:

Education ... Chan Kuo Kiu.
Commerce ... Chang Pan Ping.
Justice ... Chang Tsung Hsing.
Finance ... Sun Pao Chi.
Wang Shih Chen became Chief of the General Staff and Chuan Yun Kuen Auditor-General.

(Wah Tse Yat Po's Service.)

"PRESIDENT POWERLESS."

PEKING, April 26.

It has been decided that the new Cabinet as a whole shall inform the Southern Provinces that a new Cabinet has been formed and that the President is powerless.

THE LOST CHINESE TRANSPORT.

FIVE EUROPEANS "DROWNED."

SHANGHAI, April 26.

There were six Europeans on the *Hingpo* when she was sunk. Only one of them was saved.

THE FIGHTING AT WUSIEH.

SHANGHAI, April 25.

A severe fighting between Northern and Southern troops continues near Wusieh. A number of shells have fallen in the city, houses have been burnt and the railway station damaged.

IRISHMEN FOR THE IRISH REGIMENTS.

MR. REDMOND'S STIRRING APPEAL.

Mr. John Redmond, M.P., has issued the following manifesto:

At the very commencement of the war I made an appeal to the Irish people, and especially to the young men of Ireland, to mark the profound change which has been brought about in the relations of Ireland to the Empire, and to the fact that the Irish people are now in the field. I pointed out that at last after centuries of misunderstanding the democracy of Great Britain had finally and irrevocably decided to trust Ireland and I called upon Ireland to prove that the words of the English people, "we had promised in your name, have in every other portion of the Empire, and that Ireland would henceforth be a strength instead of a weakness."

I further pointed out that this was a just war, provoked by the intolerable military despotism of Germany, that it was a war in defence of the rights and liberties of small nationalities, and that Ireland would be false to her history and to every consideration of honour, good faith, and self-interest if she did not respond to my appeal.

I called for a distinctively Irishman's army composed of Irishmen and trained for the field at home in Ireland.

I acknowledge with profound gratitude the magnificent response the country has made. For the first time in history we have today a huge Irish army in the field. Its achievements have covered Ireland with glory before the world, and have thrilled our hearts with pride.

North and south have vied with each other in springing to arms and, gladdened the sacred soil of Ireland by side on the field of battle will form the surest bond of a United Irish nation in the future. We have kept our word. We have fulfilled our trust. We have definitely accepted the position and undertaken the obligation of a self-governed nation amongst the nations which make up the Empire.

One more duty remains to be fulfilled. We have to stand by and maintain the Irish army at the front. We must not and will not tolerate the idea of our Irish regiments being reinforced by any but Irish soldiers. Ireland must maintain the Irish regiments until victory has been won. The gaps in the ranks of our Irish army must be filled not by Englishmen or Scotchmen or Welshmen, but by Irishmen.

Our gallant fellow-countrymen at the front commissioned me to make this appeal. They appeal to-day through me from the trenches to the farmers, the labourers, the artisans, and to every class of our people not to desert them.

In your name I promised them in France and Flanders that Ireland would stand by them. Will you fulfil that promise? The task is not difficult. Fill up the reserve battalions. Your brothers in the trenches are not only upholding the honour of Ireland before the world, they are defending Ireland itself from ruin and destruction, from the confiscation of the lands of the Irish farmer and the wrecking of the property and prosperity to every class of our population.

You are under no compulsion save that of duty. In the name of honour, justice, and religion, in the name of common gratitude and in their own highest self-interest I appeal to the young men of Ireland who are still available to join the reserve battalions and to commence that training so that in the event of the war not speedily ending they may be ready to fill every gap in the ranks of the Irish army at the front.

THE FRUIT SEASON.

DOWDY complaint is sure to be prevalent during the fruit season. To keep a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy on hand. It may save a life. For sale by all Chemists and Storekeepers.

NEWS FROM HOME.

(From Our Own Correspondent.)

LONDON, Mar. 18.

POLITICAL.

A Parliamentary correspondent writes: "It is widely rumoured in diplomatic quarters, not only here but on the Continent, that Lord Hardinge, on his return from India, will become Foreign Secretary, and that Sir Edward Grey will retire. Nothing 'looks' more 'improbable' than this tale, but it is accepted in such quarters that I think it merits publicity. Lord Hardinge has, of course, had a distinguished diplomatic career before he went to India. Until now it was generally understood that Lord Hardinge was to succeed Lord Bessie in Paris."

What at any rate is a fact is that Lord Robert Cecil has been doing all the work of his office—the Foreign Office for the last few days, for every anniversary of his wife's death Sir Edward Grey withdraws to his northern seat and spends the time in contemplation, sometimes with red in hand. A warm regard, has, I understand, sprung up between Sir Edward and Lord Robert. As for Lord Lansdowne, he and Sir Edward have long been close friends and their views on foreign policy are practically identical.

The same correspondent, who is quoted above writes: "It is possible to speak with authority about the health of the Prime Minister. Nothing serious is the matter. But it is significant of the strain imposed by the war that the present instance and the one last November are the only two cases in which he has been laid up in the last twenty-one years. Mr. Balfour suffers so much from cold that he is now, I hear, trying a new system of inoculation. One of Mr. Balfour's greatest friends is that apostle of inoculation, Sir Almonro Wright, who now has a military laboratory at Bourne, and it is due to his faith in this treatment that the first Lord is now testing it."

Mr. Pemberton Billing, the now member for "air"—that is, he beat all the party organisations in East Herts purely on the demand for a more active air service, though the publicans helped a great deal too—made a really effective entry to the House of Commons, and may succeed in going further than most men who go into Parliament on some temporary wave. His success has tempted other adventurous spirits to try for the same stakes, and at the time of writing two "married men's candidates," one of them Mr. Gibson Bowles—that hardy critic of both sides—are putting the coalition men to a lot of trouble and may even win the seats they are out for. If this continues, political truces will go to the dogs. We have all sorts of grievances that we might air. We are summoned for letting a glimmer of light out of our windows, for example. Somebody else long will be standing as the "anti-blind candidate."

As to the married protesters, the whole matter will be settled within the next week, but the outcry is being overdone and the married campaigners are in danger of making themselves ridiculous. Left to themselves, the married men are not unwilling to go into service, but the Northcliffe papers, as is their wont, have whipped up a feeling of resentment by making it appear that all sorts of pledges have been broken and injustices done.

Cheerful as our men at the front have been all the time, the feeling there now is one of absolute confidence. The French feel sure they have whipped the Huns in the desperate blow at Verdun, and the news from Germany as to the state of the people there is such as to prove that even the obedient dupes of Prussian junkerdom are beginning to see a glimmer of light.

That we may look for some more "frightfulness" seems certain, especially after the torpedoing or mining of the big Dutch South American liner *Tubantia* on the main shipping route from Holland across the North Sea the day before yesterday. An outrage such as that strips the Germans of the last shred of neutral sympathy—it is even sicker in its wickedness than the Zepplin raids. As has long been predicted by those knowing well the Teutonic mentality, we may look for a wild and desperate exhibition of German offensiveness, but we must regard it in its true light—as the demonstration of the German consciousness of defeat and as their desperate throw for military and naval advantage.

At the time of writing, however, it would not appear that there is any expectation at Lloyd's of an early peace such as the extreme optimists are prophesying. In the last few days a considerable number of "policies" are being effected, to pay a loss if there is a declaration of peace between Great Britain and Germany on or before the 31st December, 1916. The premium paid to cover this contingency is only 25 guineas per cent, which is a very low and insignificant rate under the circumstances.

ECONOMY.

We are hearing a whole lot about "economy." Some, with huge establishments, are lecturing the humble folk on waste, and at the same time are themselves advertising for footmen "two in a family."

hundred indoor servants." Some heroic ladies are giving public conferences under the impression that if they are storing their private cars they are saving the nation. One dame with a huge house in the West End went to the Guildhall and heard Cabinet Ministers talk of economy. She went home, dismissed her fifteen maids and the butler, and went into a luxurious hotel with her maid, whence she is ordering luxuries galore for herself. Another titled lady is the subject of a current story that relates how she took a public bus the other day. The weather has been very trying and the small girl sitting next to her suffered from a severe cold. Her snuff was persistent and pronounced, much to the titled lady's annoyance. "At last the latter turned to the small offender and said: 'Have you a handkerchief?' To which the juvenile sniffer responded: 'Certainly I have! But I don't lend it to strangers!'"

PORTUGAL'S ENTRY.

The South Africans in London are filled with satisfaction over the entry of Portugal into the war on the side of the Allies. Portuguese territory being continuous with the south of German East Africa, General Smuts will now receive material and moral support in his difficult job of capturing the last of the German Colonies. With the inland sea of Lake Tanganyika on the west, and Portuguese territory on the south, the Germans in East Africa are now shut within their own colony. Advantages of no small importance are also gained from having the town of Lorenzo Marques and the seaport of Delagoa Bay on the side of the Allies. When driven out of the Transvaal, Germans settled there, on neutral ground, the Portuguese authorities have informed those Transvaal exiles will prevent them from doing any more mischief while the war lasts. The future of Delagoa Bay must, of course, be immensely important to the Transvaal, and, in the outlook of South Africans, the participation of Portugal in the war is of greater significance for Africa than for Europe.

KING LEARNING RUSSIAN.

The King has been impressed with the future prospect of developing trade with Russia and the consequent necessity for our commercial men to study the language. That may account for the report that His Majesty is learning Russian himself. It is quite possible that in our schools for boys with a commercial future, Russian will be substituted for German as a compulsory subject. I understand that the King has the family facility for linguistic acquisition, so is undisturbed by this most difficult of European languages. King Edward, it is recalled, spoke French and German as fluently as English, while Queen Victoria essayed to learn Hindustani after her Diamond Jubilee.

POUNDS OF COAL.

The difficulties of transport and distribution are putting the pinch on these families that have been slow about getting in supplies of coal to cover this dreary March weather. Three weeks notice is needed to many dealers before the accustomed ton or more can be dumped into household cellars, so the result is that the itinerant small dealers who sell by the sack or less are doing a big trade at fine profits, selling moderate quality coal at forty-five shillings a ton. Pretty soon we of suburbia will be trundling our own coal home in wheel barrows, unless we can get fashionable ladies to take to it as a craze. It is about the only thing they have not so far tried their hand at, and the curious spectacle is to be seen of women who would refuse to dust a sideboard in their own homes getting down with a scrubbing brush to clean up the floor of some more or less public institution "for the sake of the nation." Oh well; even if the logic is awry, the sentiment may have its redeeming side.

We have had a rush of omnibus conductresses this week. They began their duties the day before yesterday, and I understand they are to be used as travelling relief on any route that is suddenly depleted of men by the calling up of the groups. I mounted a bus yesterday where the air conductorette was taking the fares. "Where do you want to go?" she would ask a man. He would name his destination and then she would say "What is the fare to there?" "Three halfpence," he would reply. Then she would serve out the ticket with a smile and say: "The Company will loose on me, for I can't get used to these fares."

For all that, she was doing her bit cheerfully, not quite sure that she would get over the hardships of it, but keen on doing what she could and anxious to succeed. "I should not wonder if there are good results from the fact that so many of us are being urged to try our hands at things we thought we could not do. Some of us will find that we can do things, and after peace comes we will keep on doing things worth while. In that way there may be quite a national awakening."

SERVES THE WHOLE FAMILY.

The fame of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the group and whooping cough of the children. The remedy is sold in the whole family. For sale by all Chemists and Storekeepers.

CALLICURA

THE NEW AND CERTAIN
CURE FOR CORNS
WITHOUT PAIN OR INCONVENIENCE.

THIS PREPARATION DIFFERS FROM, AND ENTIRELY SUPERSEDES, ALL THE ADVERTISED PLASTERS AND SOLVENTS. IT GIVES IMMEDIATE RELIEF AND EFFECTS A SPEEDY CURE.

IT IS NOT A CAUSTIC, BUT A SOLVENT OF THE DECAYED CUTICLE, AND WILL EFFECT A CURE WHERE ALL OTHER APPLICATIONS HAVE FAILED.

PRICE 60 cents per bottle.

PREPARED ONLY BY

THE QUEEN'S DISPENSARY.

HARPER & Co., Ltd.

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51, Queen's Road Central.

THE ONLY EXCLUSIVE
GLASS PAIDOLA
IN THE COLONY.

Diss Bros

No. 1, WYNDHAM ST.
(Floor Street)
ESTABLISHED 1860

A handy lad with a hammer can do it well.
But we employ men who are expert to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHIEF!
CLEAN!
WATERPROOF!

"MALTHOID"

LIGHT!
SAFE!
SNOWPROOF!

Agents, BRADLEY & Co., Ltd.
HONGKONG.

THE LEADING BRAND

OF
Home Bottled Guinness' Stout
On The Market.

T. B. HALL & CO. LTD.



This Famous Brand
Of Stout

Is Recognised by all Connoisseurs

As a Standard of Purity

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SOLE AGENTS:

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Tel. No. 135

SHIPPING

P. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDITER-
RANEAN PORTS, AND
LONDON.

Through Bills of Lading issued for BATA-
VIA, PERSIAN GULF, CONTINEN-
TAL, AMERICAN AND SOUTH
AFRICAN PORTS.

THE Steamship NAAMUR, Captain A.
 COURAGE, carrying His Majesty's
 Mails will be despatched from this port
 on or about FRIDAY, the 26th May, 1916,
 taking Passengers and Cargo for the
 above ports. The s.s. *Naamur* will
 proceed through to Port Said, *Marseilles*
 and London.
 SINGAPORE Valuable for Bunkers (under
 arrangement) will be transhipped at
 Colombo into steamer of the B.I.S.N. Co.
 Parcels will be received at this Office
 until 4 pm. the day before sailing. The
 contents and value of all packages are
 required.

For further particulars, apply to
E. V. D. PARR,
Acting Superintendent,
 Hongkong, April 24, 1916.

FOR SAN FRANCISCO.

SAN FRANCISCO LINE

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States.
For freight and further particulars apply to
DODWELL & CO., LTD.
Agents.
Bangkok, March 24, 1914. 475

**THE HANDY BOAT
FOR MACAO.**

**THE Steamship
"OHUEN OHOW"**

THE ONLY BOAT LEAVING at 5 P.M.
EVERY DAY.

Back again by noon on the following day
SUNDAY—Leaves Macao 5 P.M.
Arrives Hongkong about 9 P.M.

FAKES—(First Class \$2 Single; \$3
Return (Saloon).

First Class 80 cts. Single; \$1.50 Return
(Saloon) for Chinese.

Second Class 60 cts. Single; \$1 Return

Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation. Passengers may sleep on board without additional charge on return tickets only.

NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM MIDDLESBROUGH LONDON

FROM MIDDESBROT, LONDON
AND STRAITS.

THE Steamship
"BENAYON."

Consignees of cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., situated at the wharves of the said wharves may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th April, will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 3rd May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th April, at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GILBE LIVINGSTON & Co.,
Agents.

Hongkong, April 18, 1916. 563

AMERICAN-ASIATIC S.S. CO.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship
ROYAL PRINCE.

Captain D. GOULD, having arrived from the New Port, Consignees of Cargo are hereby informed that they and their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWNS CO., LTD., KOWLOON, and stored at Consignees' risk and expense.

All landed, stowed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 1st May 1916, at 10 A.M.

All claims must be presented within **FOURTEEN DAYS** of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns and all Goods must be delivered before the 1st May, 1916, or will be subject to rent.

Consignees of cargo are hereby notified that they must produce all Import permits assigned by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.
HONGKONG, 1st May 1916.

DONT Fudge after the Show Copper
and Light Metalments
LEARNERS CASE
SEE IN MARCH

T. KUSUMOTO, Manager.

SHIPPING P. & O. S. N. CO.

ROYAL MAIL SERVICE
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT
TO
MARSEILLES AND LONDON,
TAKING PASSENGERS AND CARGO TO
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers	Leave Hongkong	Connecting Mail	Due at	Due
		Steamer from	Marseilles	London
Colombo	Friday	Colombo	1916	1916
NAGOYA	April 21	MOULTAN	May 22	May 29
NAMUR	May 5	Through Steamer	June 3	June 12
NANKIN	May 19	KARMA	June 19	June 26
NOVARA	May 26	MOOREA	July 3	July 10
NAGOYA	June 9	KHYDER	July 17	July 24
ALTA	June 23	MEDINA	July 31	Aug. 7
ROMALI	July 7	Through Steamer	Aug. 14	Aug. 21
NANKIN	July 21	MAIWA	August 28	Sept. 4

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.
On the Australian Route Tickets interchangeable with Orient Line.

SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.	Leave Hongkong About
NANKIN	THURSDAY, 27th April.
NOVARA	SATURDAY, 6th May.
MAIWA	SATURDAY, 20th May.
NAGOYA	SATURDAY, 3rd June.

Passengers may travel by Rail in Japan between Ports of Call free of charge.
Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS,
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE DIRECT FOR
MARSEILLES AND LONDON,
Calling at SINGAPORE, PORT SWETENHEIM, PENANG, COLOMBO
AND PORT SAID.
CARRYING PASSENGERS AT REDUCED RATES.
Proposed SAILINGS:

STEAMERS	Leave Hongkong about	Leave SINGAPORE about	Due at Marseilles if calling about	Due at London about
NOVARA	July 5	July 11	Aug. 9	Aug. 18
NOVARA	Aug. 16	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
All Cabins are fitted with Electric Fans free of charge and each Bath furnished with an Electric Heating Lamp.
Passes to Tickets through accessible with the British India Co.
Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.
Return Tickets at six and a half available to Europe for Two Years; or to Intermediate Ports for Six Months.
Owing to the War in Europe Stowage and Sailing dates are liable to be cancelled or altered without notice.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
E. V. D. PARR,
Acting Superintendent.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

S.S. CHINA

WILL SAIL FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, NAGASAKI AND HONOLULU.
JUNE 23-AUGUST 29.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Princes Buildings, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 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1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449, 2451, 2453, 2455, 2457, 2459, 2461, 2463, 2465, 2467, 2469, 2471, 2473, 2475, 2477, 2479, 2481, 2483, 2485, 2487, 2489, 2491, 2493, 2495, 2497, 2499, 2501, 2503, 2505, 2507, 2509, 2511, 2513, 2515, 2517, 2519, 2521, 2523, 2525, 2527, 2529, 2531, 2533, 2535, 2537, 2539, 2541, 2543, 2545, 2547, 2549, 2551, 2553, 2555, 2557, 2559, 2561, 2563, 2565, 2567, 2569, 2571, 2573, 2575, 2577, 2579, 2581, 2583, 2585, 2587, 2589, 2591, 2593, 2595, 2597, 2599, 2601, 2603, 2605, 2607, 2609, 2611, 2613, 2615, 2617, 2619, 2621, 2623, 2625, 2627, 2629, 2631, 2633, 2635, 2637, 2639, 2641, 2643, 2645, 2647, 2649, 2651, 2653, 2655, 2657, 2659, 2661, 2663, 2665, 2667, 2669, 2671, 2673, 2675, 2677, 2679, 2681, 2683, 2685, 2687, 2689, 2691, 2693, 2695, 2697, 2699, 2701, 2703, 2705, 2707, 2709, 2711, 2713, 2715, 2717, 2719, 2721, 2723, 2725, 2727, 2729, 2731, 2733, 2735, 2737, 2739, 2741, 2743, 2745, 2747, 2749, 2751, 2753, 2755, 2757, 2759, 2761, 2763, 2765, 2767, 2769, 2771, 2773, 2775, 2777, 2779, 2781, 2783, 2785, 2787, 2789, 2791, 2793, 2795, 2797, 2799, 2801, 2803, 2805, 2807, 2809, 2811, 2813, 2815, 2817, 2819, 2821, 2823, 2825, 2827, 2829, 2831, 2833, 2835, 2837, 2839, 2841, 2843, 2845, 2847, 2849, 2851, 2853, 2855, 2857, 2859, 2861, 2863, 2865, 2867, 2869, 2871, 2873, 2875, 2877, 2879, 2881, 2883, 2885, 2887, 2889, 2891, 2893, 2895, 2897, 2899, 2901, 2903, 2905, 2907, 2909, 2911, 2913, 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3247, 3249, 3251, 3253, 3255, 3257, 3259, 3261, 3263, 3265, 3267, 3269, 3271, 3273, 3275, 3277, 3279, 3281, 3283, 3285, 3287, 3289, 3291, 3293, 3295, 3297, 3299, 3301, 3303, 3305, 3307, 3309, 3311, 3313, 3315, 3317, 3319, 3321, 3323, 3325, 3327, 3329, 3331, 3333, 3335, 3337, 3339, 3341, 3343, 3345, 3347, 3349, 3351, 3353, 3355, 3357, 3359, 3361, 3363, 3365, 3367, 3369, 3371, 3373, 3375, 3377, 3379, 3381, 3383, 3385, 3387, 3389, 3391, 3393, 3395, 3397, 3399, 3401, 3403, 3405, 3407, 3409, 3411, 3413, 3415, 3417, 3419, 3421, 3423, 3425, 3427, 3429, 3431, 3433, 3435, 3437, 3439, 3441, 3443, 3445, 3447, 3449, 3451, 3453, 3455, 3457, 3459, 3461, 3463, 3465, 3467, 3469, 3471, 3473, 3475, 3477, 3479, 3481, 3483, 3485, 3487, 3489, 3491, 3493, 3495, 3497, 3499, 3501, 3503, 3505, 3507, 3509, 3511, 3513, 3515, 3517, 3519, 3521, 3523, 3525, 3527, 3529, 3531, 3533, 3535, 3537, 3539, 3541, 3543, 3545, 3547, 3549, 3551, 3553, 3555, 3557, 3559, 3561, 3563, 3565, 3567, 3569, 3571, 3573, 3575, 3577, 3579, 3581, 3583, 3585, 3587, 3589, 3591, 3593, 3595, 3597, 3599, 3601, 3603, 3605, 3607, 3609, 3611, 3613, 3615, 3617, 3619, 3621, 3623, 3625, 3627, 3629, 3631, 3633, 3635, 3637, 3639, 3641, 3643, 3645, 3647, 3649, 3651, 3653, 3655, 3657, 3659, 3661, 3663, 3665, 3667, 3669, 3671, 3673, 3675, 3677, 3679, 3681, 3683, 3685, 3687, 3689, 3691, 3693, 3695, 3697, 3699, 3701, 3703, 3705, 3707, 3709, 3711, 3713, 3715, 3717, 3719, 3721, 3723, 3725, 3727, 3729, 3731, 3733, 3735, 3737, 3739, 3741, 3743, 3745, 374

